

FRIDAY, APRIL 6, 1888.

W. A. WILCOX, Editor and Proprietor.
T. E. BARTLEY, Associate Editor.

The Paducah Standard now presents a handsome appearance in its new "spring dress." The Standard is a most excellent daily and the signs of prosperity are noted with pleasure by the readers of the press.

At an election held at Oaklawn, Kansas, Monday, a ticket composed of women for the Council and a woman for Mayor was elected by a majority of sixty-six. From now on the town will be governed as it never has been before.

Col. E. L. Hensley, of Frankfort, received a paper from Toronto, Canada, the address on which is supposed to have been written by Dick Tate in a disguised hand. This is the only information received as to his whereabouts, and this is only a supposition.

The big Brighton Beach Hotel was moved Wednesday. The big building rested on 121 flat cars, made of iron equally distributed on twenty-four tracks, the average capacity of each car being 60,000 pounds. Ten locomotives were necessary to pull the building back on the beach. The work will cost from \$50,000 to \$75,000.

Strange to say, that the Legislature never sees its mistake until Governor Buckner returns a bill with a veto attached, then it sustains the Governor's opinion. If the Legislature would develop a little more common sense and not so much "courtesy," much of the Governor's time would be saved and no small amount of the State's money.

The Courier-Journal strike has been declared off by the International Union, on the ground that it was "ill-advised and unwise in the beginning." Had this decision been made at the start, many a good printer would not have been out of a job. The best way for any laborer to do is to manage his own business, and whenever he yields to had influences he is liable to be the sufferer.

If the newspapers that are laying so much stress on the fact that the Railroad Commission made a ten strike when they raised the assessment of the railroad property, will have a commission appointed for the purpose of visiting every city in the State and assessing the property according to what it would sell for, the revenues of the State will be swelled far beyond what was done by the Commission. Will these papers deny the fact that the assessment of railroad property could not be done at less cost than by the employment of a Railroad Commission.

With the approach of warm weather we may well look for some perfect invention which will supply cold air in our houses. Cold air, generated in a clean cellar, and distributed through a house in the middle of July, would make every home a summer resort, and no man would go wishing he might drop off his head, and sit in his bones. We have hot-air pipes—why haven't we pipes for cold air? Down with the thermometer!—Courier Journal.

Good invention and could be used to a decided advantage at Danville about the time the press convention meets, which would save the boys the trouble of wearing all the fringe off a palm leaf fan in their efforts to preserve themselves.

Mr. Carlisle believes that some tariff measure will be adopted this year, but he is not sanguine enough to believe that the Mills bill can possibly pass. He hopes for the adoption of some sort of a compromise measure. A great many communications are being received every day by Congressmen, giving advice upon tariff legislation. Every part of the country sees the necessity of reducing the tariff in some manner, but the different sections disagree very materially about the manner in which it should be done. Alabama and Eastern Tennessee want the tax taken off of wool and sugar; Louisville wants it taken off of iron and wool; Ohio and California want it taken off of iron and sugar. Each State wants the reduction to come off of the products of some other section, and retained on its own. Gov. Hancock was very much ridiculed at the time, but he was powerfully near the truth when he declared that the tariff was a local issue.—Post.

Some people are putting a good deal of stress on the fact that the L. & N. supports a lobby at Frankfort. We would like to ask if this is not a privilege extended to all who have interests which are to be legislated upon, and especially in this case with the L. & N. which owns a vast amount of property in the State. Private individuals go to Frankfort to use their influence for a bill supposed to be beneficial; cities and towns send delegations in their interests, but simply because a Railroad wants a bill that will not deprive it of the management of its business, a great cry is raised. Were there more justice and less "courtesy," more principle and less policy, there would be no lobbying necessary. But everyone must admit that it is a most difficult matter to pass a bill through the Legislature on its merits and so long as this is the case, a Railroad ought not to be blamed for not wanting a bill passed that would not be just to its management.

NOT VOLUNTARY.

(Lawrence Messenger.)

It must have struck Mr. McKenzie and his friends in Christian as quite singular that the pressure upon him to run for Congress this year comes mainly from people the back of whose hands have always been toward him heretofore—politicians of Henderson county and the head of a Hopkinsville clique, which has secretly antagonized him in every race he has made since 1876.

With his usual powers of discernment he must have also suspected that this present gratuitous interest in his political welfare has beneath it a sinister motive—a motive so plain that he who runs may read.

It is simply the desperate effort of the friends of a candidate who see, ere the fight is fairly on, defeat staring them in the face, who would use him as a means of dividing the opposition. The true friends of McKenzie in this end of the district—and where did a man ever have braver or more loyal friends than those in Davies, McLean and Hancock counties, who stood to him in the last race under circumstances that tried men's souls?—have not, so far as we have been able to learn, encouraged him to become a candidate this year, believing that a race, under the existing circumstances, would be fatal to him and that another defeat at this time would put a period to his political career. And these friends are no less his friends now than they have been in all the twelve years that he has been before the people of this district.

They see the race is too well made up between Powell and Ellis in all parts of the district to admit of the entrance of any third candidate with a reasonable chance of success. They know that hundreds of his old staunch supporters in every county are now pledged to one or the other of these candidates. They are aware that every newspaper in the district, except one, (the Hopkinsville New Era), is committed to one or the other of these candidates.

The Washington correspondent of the Cincinnati Telegram, says Mrs. Breckenridge, wife of the Congressman from Kentucky who is doing the talking for the free traders, was before her marriage a belle from the Blue Grass country. Though the mother of grown daughters, she retains much of her youth and charms. Her eyes are large, brown and humid, her thick dark hair is drawn carelessly back from a white forehead, over which falls a few short, wavy locks, and the pallor of her complexion is accentuated by the severely simple black she usually wears. Mrs. Breckenridge is fond of flowers, especially the lovely wild ones that grow about the capital. The old colored women outside the great market know her for one of their best customers, and in the front of her gown you will invariably see a handful of blossoms from their baskets.

The Union Local is in quite a state of mind because it "can point you to more men in Union county, who will support Ellis on account of his having been one of 'the boys in the trenches,' than you can find men in the whole district who will support Powell because he is the son of the distinguished Governor Powell. This is a very frank admission of the Local. The Inquirer knew Ellis had friends in Union county, but didn't know that they so far outnumbered the Powell men of the whole district.—Owensboro Enquirer.

We Publish Only Facts.

(Henderson Journal.)

The Hopkinsville South-Kentuckian is still after the postmaster at that place for delinquencies, and we are at a loss to know how Mr. McKenzie can hold his place if the charges made against him are anything like true. The post-office comes nearer home to the people than any other feature of the Federal government, and good Democrats would like to know what sort of official influence permits such delinquencies without rebuke, and further, how much better off we are with a Democratic than under a Republican administration. The Hopkinsville fight is none of our business, except in its general relation to the party and as an example to others. Keep up the good work, Bro. Wilcox.

That's What We've Got.

(Paducah Standard.)

The editor of the Hopkinsville South-Kentuckian has opened war on the postmaster of that city. He seems to have "a true bill," and we hope he will "lay on Macbeth" until he gets matters rectified.

CROFTON.

CROFTON, Ky., April 5.—Mr. Editor, don't mention that we are about to have Spring fest you awake some Spring poet from his wintry dream. Mrs. Moore lectured two nights this week at the church on temperance. The house was well filled each night. She speaks well and soon convinces the audience that she understands her subject. It might be well to say here that Crofton is getting prohibition and we believe there have been more new converts since the law went into force than back sliders. Miss Lizzie Ballard of your city has taken charge of J. E. Croft's literary department for this season. J. A. Nixon leaves this week for Louisville to purchase new goods. Frank Hill who has been working in the shop with G. N. Hancock will leave in a few days for Hannan, Ky., where he will follow his trade. We wish him success. John Keith smiles like a father—it's a girl. "They" say that Judge Landes has a narrow gauge railroad cornered in his office but will not let it out until the roads get in good shape.

THE BILL WANTED.

Mr. Thomas, of Bourbon, has introduced a bill in the Legislature for the purpose of regulating railroads, preventing extortion and discrimination, and abolishing the commission. This bill is drawn with clearness and comprehension. It defines the duties and obligations of the railroads; it makes plain what are the common rights of the shipper, and provides for the enforcement of these rights by the State.

The bill is both rigid and practical. It is not the result of attempts to regulate all the details of our transportation system, but it lays down certain principles which the managers themselves must follow, and for the violation of which they will be held to a strict accountability.

This bill, without any undue interference with the railroads, will secure to the shipper all the benefits of competition and protect him from its abuses. As a practical measure it is ahead of any railroad legislation we have had in Kentucky. The extension of their powers asked for by the Commissioners, and to confer which a bill has been drawn, was contrary to sound political or economical principles. A commission with such powers would take the management of the railroads from their owners, and make it necessary to establish a bureau greater in power and patronage than all the rest of the State Government.

Such experiments have been tried elsewhere with unfortunate results. We have not too little but too much government. Our institutions were formed with the expectation that our Government was and would remain one of limited power, and they do not stand the strain dreamed and experimenters would put upon them.

Because we try to do so much we do little well. We do not punish crime, we do not protect life and property, we do not dispense equal and exact justice so wisely and so satisfactorily that we can undertake to enter a new field and revolutionize our system of transportation. As a business agent the State is confessedly a failure.

But this does not mean the shipper cannot be protected from the rapacity of corporate capital; on the contrary, it is the duty of the State to see that he is so protected.

Competition is the great force that has resulted in the vast extension of our railroad system, and the steady reduction of transportation charges. We should give it free course, competition, guarding at the same time by general laws against well-known abuses.

Most of the evils which have arisen in the past have come from the attempts of legislation to force the growth of railroads; and as an illustration of this we need only refer to the perpetual scandals attaching to legislation regarding land-grant roads. We should grant only such charters to capitalists seeking investments in the construction of railroads as most carefully define their privileges and their obligations. There has been a healthy growth of public sentiment in this respect, and the hearty approval of Gov. Buckner's vetoes is evidence of this.

On the other hand, it would be unwise to enter on an era of anti-railroad legislation. It is no time for us to begin the enacting of a series of laws which result so disastrously in the Northwest. We want more railroads in Kentucky, for every mile built strengthens the tendency to lower rates.

There seems indeed to be no necessity for a railroad commission in Kentucky. The Thomas Bill abolishes the commission, but provides for the appointment of three assessors, from whose decision there is to be no appeal. This, in our opinion, is better than imposing this duty on the Sinkin' Fund Commissioners.

But the Thomas Bill does more than this. It forbids extortion and discrimination of every kind, "directly or indirectly, by special rate, rebate, drawback or other device," and it defines extortion and discrimination.

It compels the railroad to furnish all "reasonable, proper and equal facilities" for all shippers and to all connecting lines, and it imposes heavy penalties for the violation of the law. Moreover, Section 15 provides that the Commonwealth's Attorney shall in each circuit "institute and prosecute all actions and proceedings authorized by this act."

We believe any fair-minded and unprejudiced man familiar with the complex problems of transportation will say, after a careful examination of the Thomas Bill, that it will more effectively protect the interests of every shipper and of every community than will any commission possessed of any thing short of omniscience. It is a return to the correct principles of government, and turns the people in search of justice and protection, not to some newly-devised commission with powers unrecognized in our Constitution, but to the courts themselves, as the fountain of justice and equity.—Courier Journal.

A Good Way To Tame Them.

(Courier Journal.)

The Government will no doubt encourage the marriage of white women to Indians. Matrimonially subdued, the American savage will be thoroughly tame.

Solid Fact.

(Evansville Call.)

A southern editor says he does not understand the tariff question. The only difference between him and the other editors is that he is frank enough to tell the truth, while the rest of them try to conceal it.

That's What She'll Do.

(Sunday Gazette.)

Mrs. Stanton and other fair champions of "woman's rights" declare that woman is a slave, and that when she is free she will show the world what she can do. Very likely. Woman in the beginning was free, and the use she made of her freedom was to enter into a league with the devil and bring ruin, banishment from Paradise, and death on her husband. That too in the days when she was innocent and young. With the added experience of thousands of years give her freedom and—she'll show the world what she can do!

In Memory of Mattie Mason, Neo Adcock.

The friends and relatives lament the loss of one so kind and lovable among all of her friends and grief-stricken relatives. She was one ever ready to sympathize to the distressed of her surroundings. She was a Christian whose upright and noble life was a standard of emulation to her followers. We condole sincerely with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them, and commend them to him for consolation, who ordains all things for the best, and whose chastisements are meant in mercy. She had been married but a short time. After she became conscious of her near departure to the land of bliss, she expressed great willingness to be with him whom she had given her heart to in her youth. She was the idol of all her schoolmates and associates, ever desiring to enter the beautiful city of God. It is but a reminder to—

All that's best and true,
The lightest still the dearest;
All that's sweet was made
But to be lost when sweetest.
W. A. McCORMICK.

EXCURSIONS.

Business men and settlers looking for new locations or investments can reach all principal points in Minnesota and Dakota at a cost of one fare for the round trip, by availing themselves of the excursions announced via the St. Paul, Minneapolis & Manitoba Ry. from St. Paul, Minn. Tickets good for 30 days. Very low excursion rates have been made also via this line to Helena and Great Falls, Montana, tickets good for four months. Further particulars can be obtained by addressing C. H. Warren, General Passenger Agent, St. Paul, Minn., or H. E. Tupper, Dist. Passenger Agent, 232 South Clark street, Chicago.

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We would be glad to show you our stock of counterpane, towels, napkins, table linens, handkerchiefs, etc., etc.

We make the hold assertion and stand ready to prove it that ours are the cheapest in the city.

We carry a line in the rear of our store to fill all orders. Friends will rejoice to see us, and give us a call, and prices than any.

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Our line of Neck Ties cannot be surpassed.

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